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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

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COUNTRY Germany (Soviet Zone)

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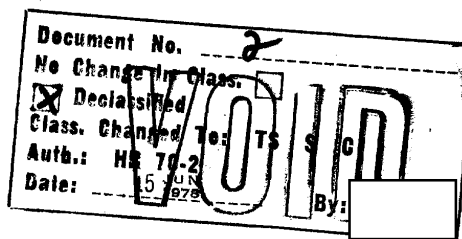
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I - Stations

1. Jet aircraft are stationed at the following airfields:

Neubrandenburg
Finow
Oranienburg
Brandenburg-Briest
Dessau
Zerbst
Alt-Doennowitz
Frosenmair
Parchim
Laerz (?)



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2. a. The total jet aircraft counted at these fields was as follows:

240 of the swept-back wing design
11 two-seater (exhaust under fuselage)
6 of an undetermined type, possibly with two jet engines under wings.

b. It is improbable that the actual total of jet aircraft stationed at the individual airfields was determined, since the Soviets try to conceal the exact number by parking these planes in hangars or camouflaged dispersal areas. For this reason it is believed that the actual number of jet aircraft was greater, and that there are at least 320.

3. It was observed that jet planes have been stationed only at fields previously occupied by fighter units. Except for Teennuende, and perhaps Laerz (where jet aircraft are possibly stationed, according to unconfirmed information from one source) jet planes are not stationed at all fields occupied by fighter units. The Teennuende and Laerz airfields,

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because of the dimensions of their landing fields and concrete runways, are qualified for occupation by jet aircraft, and it is possible that jet planes may also be stationed at these two fields. Only fields which have concrete runways are at present being used by fighter units. The change in the distribution of air units effected last fall in the Soviet Zone of Germany seems to be attributable to the fact that, because of the reequipment of fighter units with jet aircraft, these units had to be assigned airfields with concrete runways. All fields occupied by fighter units have runways with a minimum length of 2,000 meters. Landing of jet planes at airfields without concrete runways was not observed.

II - Arrival of Jet Planes

4. In no case was it observed that the new jet planes were flown from the Soviet Union to the Soviet Zone of Germany. All transfers observed were effected by rail via Frankfurt/Oder. The planes were disassembled and packed in boxes for shipping. Different size boxes were observed, so that it is assumed that the fuselage and wings of jet aircraft are shipped separately. It has not been definitely clarified whether both wings are packed in one box or in two.
5. The shipment of 225 boxes was observed between December 1949 and the beginning of March 1950. Whether all boxes contained parts of jet aircraft, or also parts of conventional planes, could not be ascertained. However, since the arrival of piston-powered fighters was not observed during this period, the boxes are assumed to have contained jet aircraft.
6. It is noteworthy that almost all aircraft shipments, according to the shipping labels attached to freight cars, should have been dispatched to the airfield of Zerbst. Since the arrival in Zerbst of such a large number of boxes was not observed, it is assumed that the labelling of the freight cars was a camouflage measure.

III - Assembly

7. Jet aircraft are assembled in the technical workshops of the fields to which assigned. No information has been received of specially trained technical units being transferred to the Soviet Zone of Germany for the assembly of jet planes. Assembly of these planes, therefore, is presumably done by the technical units of the fighter units concerned.
8. Storage of jet aircraft in any depot in the Soviet Zone of Germany was not reported.

IV - Aircraft Types

9. a. The following types of jet planes, type designation not yet known, are definitely stationed in the Soviet Zone of Germany:
 - A - Swept-back designs
 - B - Fitted with conventional wings
- b. The appearance of these two types is known from photographs (see a previous report). Data on the internal set-up of these types and exact performance data are not known.
10. Type B is a two-seater, apparently used for the retraining of pilots. It was repeatedly reported that the second member of the crew faces rearward, operating a weapon pointing to the rear. These reports, however, are probably based on an error in observation. The alleged gun is very probably an antenna rod fitted aft of the cabin and slanting upward to the rear.

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11. In the swept-back design the weapons seem to be mounted on both sides at the lower half of the nose. At the Finow field jet planes of the swept-back design were observed which allegedly showed a blister 30 to 50 cm wide and 20 to 30 cm thick in the middle of each wing and extending parallel to the fuselage. The purpose of these blisters is not known. They may be weapons or auxiliary fuel tanks; in one case tubes projecting from the blister were observed. The external measurements reported by individual sources for the swept-back aircraft differ. According to one source, the rudder assembly is about 2.2 meters high. It was ascertained by the evaluation of photographs that the fuselage of these craft was 9.5 to 10 meters long, and the wing span about 11 meters. Another jet type observed by one source in Brandenburg-Liebert and another in Neubrandenburg is said to have the following characteristics: the section of the fuselage forward of wings is longer than that aft of wings, the forward section of the fuselage being longer than the corresponding section of the swept-back jet planes; this type has a jet engine under each wing, not projecting beyond the leading or trailing edges. Leading edge of wings straight; therefore, no sweep-back. Pointed nose, without air intake. This information requires confirmation, since the aircraft were seen from a great distance.

V - Performance

12. Runs:
- Take-off run: 800 to 1,000 meters
 - Landing run: 1,200 to 1,300 meters.
13. Speed: No exact data available. The reporting sources all state that the swept-back design is much faster than the other jet type and that piston-powered planes when being overtaken by these jet aircraft seem almost motionless. The jet aircraft, therefore, must be assumed to be capable of a speed of 450 to 500 mph at sea level. According to several observations, their speed when coming into land was about 145 mph.
14. Flight endurance: No exact information has been received on maximum flight endurance. Sixty-minute flights were repeatedly observed, and in one case a ninety-minute flight was reported. A minimum flight endurance of sixty minutes must be expected. Auxiliary fuel containers have not been observed.
15. Flying activity: Flying with jet aircraft has only been observed by day, and there are no indications of night flying with jet planes. No information has been received that the retraining of fighter pilots with jet aircraft encounters any particular difficulties. The following flying activities have been observed:
- Local flights for the retraining of pilots
 - Take-offs and landings, practiced in groups of two
 - Formation flying in up to squadron strength
 - Acrobatics at various altitudes
 - Low-level attacks on ground targets
 - Pulling-up for a short time into the clouds (instrument flying)
- Prolonged instrument flying and instrument landings were not observed. All flying is directed from ground radio stations. It was several times observed that aircraft were towed from the hangar to the take-off point and that a prime mover is available for each jet plane.

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VI - Color and Markings

16. Most of the swept-back jet planes are painted a silvery gray. Some are dark green. Besides the Soviet star, which was observed on all planes, a few aircraft had specific markings, the following being observed:

Brandenburg-Briest	A red ring around the air aperture
Oranienburg	A red ring around the air aperture and a black stripe under each wing parallel to the fuselage
Grossenhain	A red ring around the air aperture; tip of rudder assembly red
Rinow	Two perpendicular stripes on the fuselage.

According to available information, only planes stationed at Rinow and Grossenhain were marked with numbers.

VII - Forecast

17. According to previous observations, the transferred jet aircraft are earmarked for the re-equipment of conventional fighter units. There are no indications that these planes belong to newly arrived fighter units (arrival of flying or ground personnel was not observed).

No information has been received indicating that the previous aircraft types are being shipped away. No jet planes have been observed with bomber and ground attack units.

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